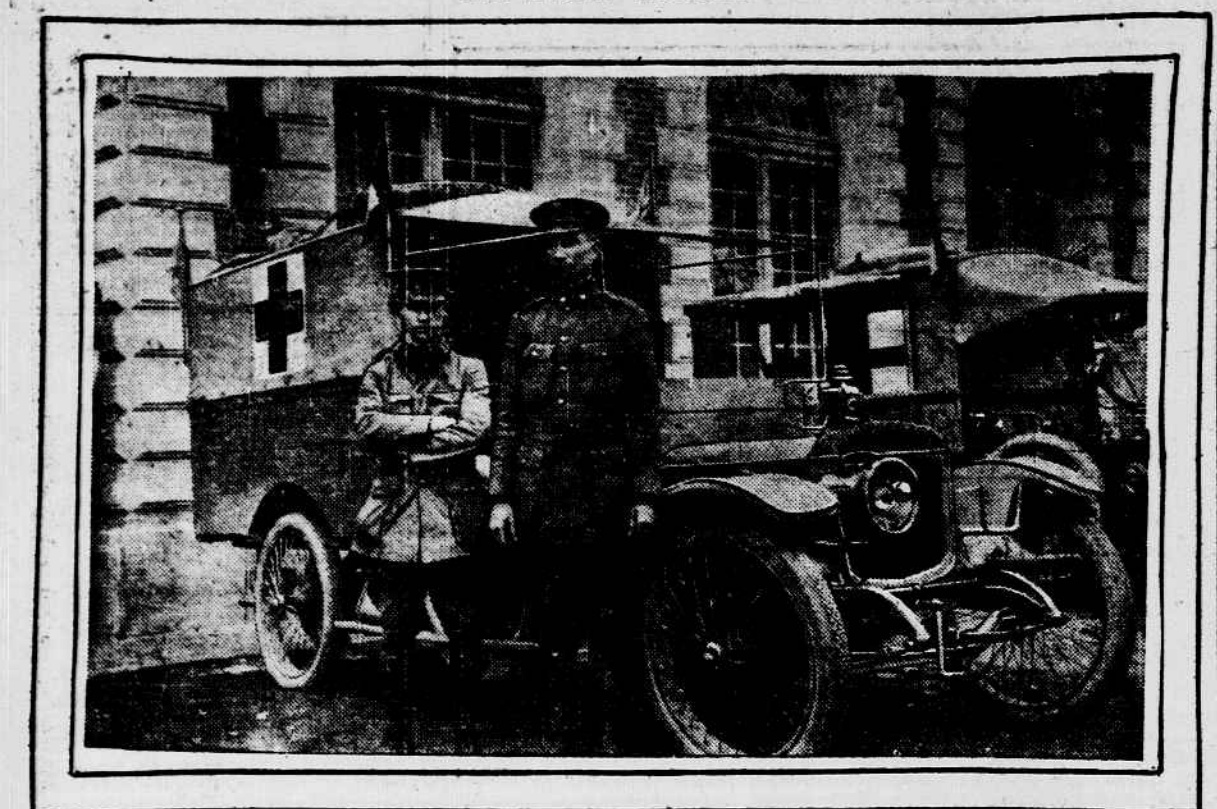


BACK IN NATIONAL CAPITAL AFTER SIX MONTHS' SERVICE IN FRENCH ARMY.



JOHN LYON OF THIS CITY, WHO HAS JUST RETURNED FROM FRANCE AND BELGIUM (ON LEFT), AFTER LONG SERVICE. ON HIS RIGHT IS PRESCOTT FAY OF BOSTON, MASS., ANOTHER AMERICAN, WHO IS STILL ENGAGED IN FIELD AMBULANCE WORK IN THE EUROPEAN WAR. BOTH WORKED TOGETHER ON THE DAIMLER AMBULANCE, IN FRONT OF WHICH THEY ARE STANDING.

BACK FROM SERVICE ON FIELDS OF WAR

John Lyon Donates Six Months of Time to Ambulance Driving in France.

CONVEYING INJURED MEN AWAY FROM FIRING LINE

Was Member of Volunteer Force Operating in Connection With American Hospital in Paris.

After an experience of six months on foreign battlefields, John Lyon, son of Frank Lyon of this city and Lyonhurst, Alexandria county, Va., has returned home and will enjoy the remainder of the year with his parents. John Lyon, who is twenty-one years old, left this city last May, going to New York, and thence by steamer to Paris, France, where he volunteered his services without pay. Prior to his departure from this city he was engaged in the newspaper business, to which profession he will return after January 1.

He paid his own expenses, and on arrival at Paris was appointed a driver on one of the motor ambulances in that city. He was connected with the American ambulance, a volunteer organization, which operates a large military hospital in Paris in connection with the American Hospital. The ambulance branch forms a large part of the work at the present time, and for about a month after his arrival in Paris he was stationed in that city, acting as orderly to Prescott Fay of Boston, Mass., who was driver of a big Daimler motor ambulance. Young Lyon says that his duties consisted of transporting the wounded soldiers from the firing line to the dressing stations, and thence to the various railroad stations, where they were forwarded by train to the hospitals. In the branch in which he was engaged there were about 200 American-built Ford ambulances, donated in most instances by individual Americans. All of the outside field work was done by these machines.

American Drivers Donate Services.

Nearly all of the drivers were Americans, who donated their services for the cause. Their rations and uniforms were furnished to them. All of the work was of a volunteer character. In speaking of his experiences abroad with the automobile editor of The Star a few days ago, he said that each man had entire charge of the machine which he was driving. He was required to keep it in first-class condition at all times. During his long stay abroad he worked, except when engaged in night work, when a representative of the military corps always went out with the machine.

The chassis were fitted with special bodies for ambulance work, being equipped with three stretcher cases and four sitting cases, for carrying the injured soldiers. The machines were carried more than four persons at a time. The roads, he said, were kept up remarkably well, being called chemins, corresponding to the American highways or pikes. The roads were, for the greater part, paved with Belgian blocks and were especially good in France. As soon as the border line into Belgium was crossed there was a noticeable difference in the roads. During his long stay abroad he spent most of his time on Belgian battlefields.

The time in which he was engaged daily was from three to eight or ten miles in length. Most of the traveling was done at night, when the ambulances, in the rear of the firing line. The injured men were carried back to the dressing stations, where they were given first aid, awaiting the arrival of the ambulances, which conveyed them to the field dressing stations.

In the day time these same injured soldiers were transported from the field dressing stations to the nearest railroad stations. The work in the day time would require driving cross country through narrow lanes, which had been cut up by the artillery and ammunition and supply trains. These conditions only existed after leaving the main highways, but were always taken in order to save time. The ambulances were provided with two extra tires and four inner tubes all the time. All repairs had to be made by the drivers. Arriving in Paris, he, like all others, had to guarantee to remain in the ambulance service for three months.

Uniforms of Khaki Type.

The uniforms worn were of the khaki type, with the usual Red Cross insignia on the sleeves of the uniform. The drivers were on duty, as continued, practically twenty-four hours a day, but averaged between eight and ten hours a day of actual service. The day and night runs were alternated. Most of his time was spent in Belgium with the French army.

Mr. Lyon arrived in Washington a few days ago, having crossed from France to England, via the English channel, taking the American line from Liverpool to the United States. He said that it was rather an expensive experience for him, but he does not regret the time spent abroad and the knowledge which he acquired of conditions during a war struggle such as this in which nearly every country of Europe is now engaged.

COL. W. S. EDWARDS DIES IN BALTIMORE HOSPITAL

Was a Leading Republican Politician and Prominent Coal Operator in West Virginia.

BALTIMORE, Md., December 27.—Col. William Seymour Edwards, aged fifty-nine, former republican national committeeman from West Virginia, died yesterday at a hospital in Baltimore. He was not only active in politics but was also prominent as a coal and oil operator. He was deposed as national committeeman last spring by the election of Virgil L. Highland of Clarksville to that place. In February, 1913, Col. Edwards became involved in an election scandal in West Virginia, and, as the outcome of an investigation, was arrested on the charge of attempting to bribe a member of the house of delegates. Mr. Edwards was the Roosevelt candidate for the United States Senate. The charge was dismissed and Col. Edwards exonerated.

Gave \$30,000 to Campaign Fund.

A committee appointed by the legislature to investigate the bribery charges filed last January a report in which it was brought out that Col. Edwards had contributed a total of \$30,000 to insure the success of the republican ticket in 1912.

Col. Edwards was born in New York September 14, 1856, and was a son of William H. Edwards, the author and naturalist, and himself was noted as a writer of works on travel and on the resources of his native state, as well as for his ability as a lawyer and politician and for his leadership in the development of the West Virginia coal industry. He was graduated from Cornell University in 1879, later being given the degree of bachelor of laws upon his graduation from Columbia in 1882. A year later he was admitted to the practice of law in West Virginia, where he had grown to manhood.

His father and grandfather were among the first to initiate developments of the coal industry of West Virginia, and this field soon attracted him.

Was Member of Legislature.

Col. Edwards' extensive coal properties took up much of his time, and his business in this field finally overshadowed to a large extent his law practice. He was president of the Hamilton Gas Company, of the Vespertine Oil Company, of the Coalburgh-Kanawha Coal Company and of the Gallatin Mining Company. He headed the Kanawha Coal Operators' Association from 1908 to 1911.

He was a member of the West Virginia house of delegates from 1892 to 1895, being speaker in the last year of his service. In 1898 he was republican candidate for Congress from the third district of that state. In 1904 he was chairman of the West Virginia delegation to the republican national convention in Chicago and in 1912 was elected a member of the national committee. He held that post until his defeat last spring.

CONGESTION IS REPORTED IN COLD-STORAGE HOUSES

Large Increase in Foodstuffs, Including Meats, Held in New York and New Jersey.

NEW YORK, December 27.—A serious congestion of foodstuffs in the cold storage warehouses of New York and New Jersey is reported by John E. Starr, formerly president of the American Society of Refrigerating Engineers, in a statement to the Chelsea Association of Merchants. Taking his figures from the reports of health departments of the two states, Mr. Starr says that 16,116,173 pounds of fresh meat was in cold storage in New York city last September, an increase of 331 per cent over the amount stored here two years ago. On the same date New Jersey warehouses held 4,107,078 pounds of fresh meat, an increase of 179 per cent.

In addition, Mr. Starr reported that thousands of tons of meats are held in refrigerating cold storage in New York awaiting unloading. He declared that 29,577,550 dozens of eggs were in cold storage here and 19,448,850 dozens in New Jersey in September.

"The extent of the cold storage business," said Mr. Starr, "may be indicated by the fact that there were 9,000,000 barrels of apples in storage in the United States December 1. They are awaiting favorable market conditions here and abroad and the possibility of movement over the congested railroads."

6,781 BILLS INTRODUCED.

More Than Doubles Number at Opening of 63d Congress.

Bill clerks of the House who still are working on the records of the proceedings of the sessions up to the holiday recess reported today that the number of bills already introduced at the opening of the Sixty-third Congress was sixty-four. Congress more than doubled the number of such measures presented in a similar period at the opening of the Sixty-third Congress.

During the first twelve days of the last Congress 3,320 bills were introduced. In the similar period during the present session there were 6,781 bills introduced, besides 153 resolutions.

WILL DRAW PLANS FOR ALL U-BOATS

Navy Engineers, Instead of Contractors, Will Decide on Details Hereafter.

BUILDERS MAY NOT BID ON THEIR OWN DESIGNS

Chief Constructor Taylor Says Progress Is So Rapid That One Bureau Must Control.

Engineers of the Navy Department will hereafter prepare plans for all submarines to be built for the United States upon which bidders may submit bids; but such progress has been made by naval constructors, according to Chief Constructor Taylor, in his annual report, that the old practice of submitting to bidders only the general requirements for submarine craft, allowing them to bid on their own designs, will be abandoned.

Constructor Taylor mentions the experiments made during the year in search of adequate defense for battleships against submarine and aeroplane attack, and adds that "specifications for the ships next to be purchased have been materially improved." Details of changes in construction are regarded as confidential.

Activities of the Bureau.

The various activities of the bureau are shown in the report in dealing with the model basin at the Washington navy yard, where hull designs are tested; the wind tunnel, where aeroplane experiments are made, and other experimental equipment. Twenty per cent of the work done last year in the model basin was for private shipbuilders who are learning of the advantage that adjunct of the navy has been to its designers. A device to simulate storm conditions and wave motions is now being installed in the tank.

Of aircraft design the report says: "The development of the aeroplane seems to be in the direction of larger weight capacity and greater speed and in this respect is repeating the history of the development of warships." The department has designed and begun construction of an aeroplane to carry 2,200 pounds as a means to development of knowledge of this subject among its engineers.

Navy Outstrips Private Concerns.

The report points out the high standard of efficiency made by bureau employees, it being stated that no vessel designed by the navy has shown overweight during the last twelve years, a record no private company nor the designers of any other government bureau have been able to equal. Re-rating of bureau employees is asked in order that some hope of advancement may be given them and an increase in personnel to do away with the voluntary overtime the report declares they have cheerfully rendered.

"These increases are requested," says the chief constructor, "in order that the bureau may be in a position to meet efficiently the increasing demands upon it and in order to provide for rearrangement of the force so as to reduce the number of transfers and resignations. The records of the past five years indicate that the changes in the clerical force amount to something over half the total force every three years. This failure to retain in the employ of the bureau men who have been trained and who possess technical knowledge so necessary for its work is a serious handicap in carrying on its work efficiently. The bureau believes its many losses through resignation and transfer are mainly attributable to the lack of any reasonable prospect of advancement in pay as compared with that obtaining in other branches of the public service and in civil life for men of equal merit. The average pay of the clerks in this bureau is less than in any other bureau or office of the navy department. The majority of those who leave the bureau go to other branches of the government where conditions are more attractive."

GIRLS WITNESS SHOOTING.

John Hayes of Near Tyron Killed. Frank Foster Arrested.

ASHEVILLE, N. C., December 27.—John Hayes, a prominent young farmer who lived near Tyron, N. C., is dead from a load of buckshot, and Frank Foster, who lives in the same section, is held by the authorities as the result of a shooting yesterday in the presence of two young women whose identity was not disclosed. According to reports received here, Hayes was walking along a road near Tyron, N. C., when he was shot from behind by a bush.

"Step aside, please, so I can kill you," Hayes was quoted as saying to Foster. The latter laughed, and one of Hayes' companions placed her hand in his and said she would die by his side. Foster then is alleged to have fired.

A coroner's jury investigated the shooting and held Foster responsible.

To Cure a Cold in One Day.

Take LAXATIVE BROMO QUININE TABLETS.

Get rid of colds in one day. It is the only remedy that cures colds in one day.

Get rid of colds in one day. It is the only remedy that cures colds in one day.

Get rid of colds in one day. It is the only remedy that cures colds in one day.

Get rid of colds in one day. It is the only remedy that cures colds in one day.

Get rid of colds in one day. It is the only remedy that cures colds in one day.

Get rid of colds in one day. It is the only remedy that cures colds in one day.

OPERATIONS OF CANAL DETAILED IN REPORT

Gov. Goethals Shows Total Tonnage Passed Prior to June 30, 1915.

Details of the operations of the Panama canal during the fiscal year ended June 30, 1915, prior to the earth slides which closed the channel, are contained in a report by Gen. Goethals, Governor of the Panama Canal Zone, just made public.

Between August 15, 1914, and June 30, 1915, 530 vessels, representing a net Panama canal tonnage of 1,884,728 and cargo tonnage of 2,125,735, were passed through from Atlantic to Pacific, and 558 vessels, representing a Panama canal tonnage of 1,958,307 and a cargo tonnage of 2,844,057, from Pacific to Atlantic, making a total of 1,088 vessels, with a net canal tonnage of 3,843,035 and a cargo tonnage of 4,969,792.

Cucaracha Slide Active.

"Cucaracha slide," the report says, "was very active from July to October, 1914, quiet during the dry season and active again with the beginning of the rainy season in April. On the west side

at Culebra the slide showed little activity through the greater part of the year, but in June, 1915, the general movement of the bank was noticeable, and it was estimated that 5,000,000 cubic yards of material were in motion on June 30, 1915, on the west side. It is estimated that about 4,000,000 cubic yards will have to be removed from the east side."

Total of Expenditures.

Of the \$394,399,149 appropriated by Congress to June 30 last, the report states that \$14,689,873 has been spent on fortifications, \$750,000 to cover three annual payments to the republic of Panama, \$6,440,000 for the operation of the civil government of the Canal Zone for the fiscal year 1915, \$4,289,159 for the operation and maintenance of the canal to the end of the fiscal year 1915, while stock on hand aggregates \$2,225,000, leaving \$365,999,116 appropriated for the actual construction of the canal and its adjuncts.

Of labor and health conditions on the canal are reported to have been excellent during the year.

Bishop Quits Consular Service.

Correspondence of the Associated Press. SHANGHAI, November 18.—C. M. Bishop, American vice consul and senior American assessor in the mixed court at Shanghai, has resigned from the consular service and will return to his home at Baltimore to practice law. C. F. Bickford, vice consul at Hankow, will take Mr. Bishop's place in this city.

MURDER OF FRENCH GIRL IS BLAMED ON MONKEY

Owners of Simians in Town Near Paris Busy Establishing Alibis for Their Pets.

PARIS, December 27.—"The Murders in the Rue Morgue," as depicted by Edgar Allan Poe, are having their counterpart in the real life at Clermont-Ferrand during the unraveling of the mystery surrounding the death by violence last August of Mlle. Marie Christophré, a young woman belonging to one of the wealthiest families of the place. The police have been investigating a report that the girl was slain by a monkey.

During the night on which Marie Christophré met her death a French Labor and health conditions on the canal are reported to have been excellent during the year.

Of labor and health conditions on the canal are reported to have been excellent during the year.

Second Crop of Pears in Texas. HOUSTON, Tex., December 27.—Fresh pears, the second crop of the season, is a unique dish appearing on a number of Christmas tables today in this section. After the August 16 storm, when the trees were stripped of leaves, trees put out new leaves and blossomed again. The fruit is claimed to be of better quality than the first crop.

The New Ebbitt
Fourteenth and F Streets

Welcome the
New Year
With Us Friday Night

But to insure your accommodation reserve your table in advance. Right away—because New Ebbitt occasions always tax our capacity to the utmost.

James Runciman, Manager

Woodward & Lothrop

New York—WASHINGTON—Paris.

Business Hours now are 8:30 A.M. to 5:30 P.M.

Our Semi-Annual Clearance Sale of Women's Stylish Suits

Has been arranged to commence Tomorrow, Tuesday, Morning, In the Salons on the Third Floor.

This embraces our regular stock of the very finest garments, in the prevailing styles, and there are decidedly rare values.

Tomorrow's Most Important Item Is 100 Suits at \$18.75

That Have Been Selling as High as \$35.00.

And portraying all the latest and best liked styles of the season. There are Broadcloths, Gabardines, Whipcords, Serges and Poplins, in Bottle Green, African Brown, Purple and Field Mouse, as well as the always popular shades of black and navy blue.

Coats are cut in all the smart styles, such as Russian blouse, belted, box and full flare, and the skirts are very full and either circular, panel plaited or gored; many have patch pockets and detachable belts.

THE SIZES RANGE FROM 34 TO 44, BUT NOT ALL SHADES IN ALL SIZES, YET THERE IS A SUIT FOR EVERY WOMAN.

Very Specially Priced at \$18.75 for Choice.

Third floor, G st.

We Direct Particular Emphasis to the Remarkably Fine Values in Women's Coats at \$25.00.

These are coats which cannot be judged by the price, because they are so much superior to the usual \$25 garments, and if you place an estimate upon them without seeing them an undervaluation is bound to result.

Street Coats, Semi-dress Coats, Automobile Coats, Sport Coats, Skating Coats, Raincoats, Knockabout Coats.

The latest styles, materials and effects are exemplified in this very large collection of coats at \$25.00.

Full flare effects, straight-line coats, fitted or semi-fitted coats with or without belts and defined waist lines; high chin chin and closely fitted collars, trimmed in rich furs, velvets and self materials. Smart Coats and distinctive trimmings and manners of fashioning that are entirely different from the usual coats at the price.

Materials are wool plush, corduroy, wool velour, zibeline, ripple cloth, granite cloth, broadcloth, Persiana cloth, whipcord, tweeds and mixtures.

Colors are black, green, Belgian blue, navy blue, oxford, army brown, green-and-black, white-and-black and gray-and-black.

All sizes from 34 to 46.

The best values at \$25.00.

Third floor, G st.

Giving the Best Victrola Service

Has resulted in many new patrons and a far larger patronage than during the Christmas season a year ago. But we anticipated this, and our stock is still complete with every model of Victrola and a generous library of Records.

January Victor Records on Sale Tomorrow Morning.

Fourth floor, Eleventh st.

ANOTHER CLEARANCE SALE FOR WOMEN. All Trimmed Hats That Were \$10.00 and \$12.00 Marked at \$5.00 for Immediate Sale.

This sale also begins tomorrow morning, and offers attractive selections and new styles in a wide variety of hats. No stronger evidence of the constant newness of our millinery styles could be offered than this sale provides. The hats are desirable, and many of them recently fashioned, yet are reduced a half and more.

BLACK VELVET HATS, VELOUR,

HATTERS PLUSH, COLORED VELVETS.

They are trimmed in a diversity of styles, and shaped to meet every taste and desire.

Third floor, F st.

For New Year's Eve Celebrations:

A complete and varied assortment of Noise Makers, Confetti, Serpentine Crepe, Favors and Novelties of many kinds.

A Special Display in the Toy Store.

Fourth floor, F st.